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NRO REVIEW COMPLETED

6 August 63

MEMORANDUM FOR THE RECORD

SUBJECT : OXCART - Airflow Mismatch Problem, Current Status

1. Since flight #73 of aircraft #121 on 20 July during which Mach 3.06 @ 72,000 feet altitude was attained, there have been two flights devoted to subject problem. These flights have indicated that inlet bypass door opening beyond a certain critical point accomplish nothing in reducing the "so called" aircraft roughness which usually is initiated @ Mach 2.40 and continues up to Mach 3. In view of this, aircraft 121 is being modified to redistribute inlet airflow according to the following description from the test center:

> "They are currently closing off the shock trap bleed air tubes and cutting holes in the outer nacelle skin to dump the shock trap boundary layer air overboard. The bypass door openings and schedule will remain the same but the secondary air flow through the nacelle will be developed by opening up a ring around the inner skin of the nacelle at the engine face to spill large quantities of air around the engine similar to the J-75 installation. By thus increasing the secondary flow thru the ejector they hope to determine the contribution of this area to the roughness, if any.
>
> They also feel that the by-pass door louvers may be choking the flow of by-pass air and are therefore considering replacing the louvers with headward facing scoops, for flight test purposes only of course."

2. This modification is expected to be complete today with the next flight scheduled today or tomorrow 7 August. Aircraft #122, the other flight test vehicle, is in layup for structural repair necessitated by the incident of 19 July. It is next scheduled for flight on 12 August.

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Aircraft Systems Division
(Special Activities)

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